

APPENDIX A

Memorandum of Agreement



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MEMORANDUM OF AGREEMENT

This AGREEMENT, made and entered into this 15 day of May, 2014 by and between the UTAH DEPARTMENT OF TRANSPORTATION, hereinafter referred to as "UDOT" and the SHARED SOLUTION COALITION, which consists of the following organizations: Utahns for Better Transportation, the Utah Chapter of the Sierra Club, Friends of Great Salt Lake, Breathe Utah, National Audubon Society, Utah Audubon Council, Utah Physicians for a Healthy Environment, Utah Waterfowl Association, Wasatch Clean Air Coalition, Utah Rivers Council, Western Wildlife Conservancy, Utah Airboat Association, Utah Mud Motor Association, Clean Air Now!, The Nature Conservancy of Utah, Citizens for a Better Syracuse, Great Salt Lake Audubon, Utah Birders, altogether hereinafter referred to as the "COALITION."

WHEREAS the UDOT is engaged in preparation of an Environmental Impact Statement (EIS) to study potential transportation solutions in western Davis and Weber Counties; and

WHEREAS the COALITION has submitted to UDOT a letter dated April 17, 2013 suggesting evaluation of an alternative termed the "Shared Solution", hereinafter referred to as the "Alternative", which includes a combination of utilizing existing infrastructure, implementing innovative intersections, transit, land use changes, and other methods to meet projected transportation needs; and

WHEREAS the UDOT released the Draft EIS to the public on May 16, 2013 which was followed by a public comment period extending to September 6, 2013; and

WHEREAS the COALITION submitted comments on the Draft EIS in a letter dated September 6, 2013, again requesting consideration of the Alternative; and

WHEREAS the COALITION has specifically requested that UDOT and the COALITION enter into a formal written agreement as to how the Alternative will be developed and evaluated; and

WHEREAS the EIS process prescribed by the National Environmental Policy Act (NEPA) encourages lead agencies to work collaboratively with stakeholders and requires the evaluation of potential alternatives; and

WHEREAS the UDOT will follow the EIS process to fairly and fully evaluate potential alternatives; and

WHEREAS the UDOT desires to accommodate the COALITION's request to provide a written framework for evaluation of the Alternative.

This Agreement is made to set out the process and conditions under which the Alternative will be developed and evaluated.



NOW THEREFORE, it is agreed by and between the parties hereto as follows:

1. **Collaboration, Meetings and Work Product:** As part of the NEPA process, UDOT will continue to collaborate with the COALITION throughout the development and evaluation of the Alternative. UDOT will follow the outline below to develop and evaluate the Alternative, involving the COALITION at each step. The COALITION would be given an opportunity to review, and suggest approaches to, methodologies, modeling inputs and outputs (including demographic and land use changes), engineering layouts, GIS process and results, and reports produced in compliance with GRAMA and FOIA. In keeping with legal requirements that the lead agencies are responsible for and the ultimate decision-makers for NEPA documents, UDOT and FHWA will have final authority over all decisions contemplated by this agreement. UDOT will provide a professional facilitator for all meetings

Step #1: Meet to define concepts and methodology.

Attendees: UDOT, COALITION, technical experts

Invitees: FHWA, Wasatch Front Regional Council, Utah Transit Authority, US Fish and Wildlife Service, US Army Corps of Engineers, US Environmental Protection Agency, Envision Utah, cities and counties

Goals: Hear and evaluate the ideas brought forward by the COALITION
Determine which ideas merit further consideration
Determine how to further define and evaluate the ideas

Action Items: Further define the ideas to discuss in greater detail at next meeting
Schedule workshops for roadway, transit, land use, and other elements

Step #2a: Hold workshop to define the roadway-related elements of the Alternative.

Attendees: UDOT, COALITION, technical experts

Invitees: FHWA, Wasatch Front Regional Council, Envision Utah, cities, counties, UTA

Goals: Review the roadway related ideas from the previous meeting
Determine what roadway improvements will be included
Determine what innovative intersection types will be used and where



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Determine what other roadway-related strategies will be included

Determine how to accurately model the proposed improvements

Step #2b: Hold workshop to define the transit-related elements of the Alternative.

Attendees: UDOT, COALITION, technical experts

Invitees: FHWA, Wasatch Front Regional Council, Utah Transit Authority, Envision Utah, cities, counties

Goals: Review the transit-related ideas from the previous meeting

Determine what transit improvements will be included for modeling on a trial basis. It is UDOT's position that all transit improvements will ultimately require UTA written approval to become a formal part of the Alternative. This approval need not be obtained prior to development and screening the Alternative.

Determine what other transit strategies will be included such as trail connections to transit stations

Determine how to accurately model the proposed transit improvements.

The COALITION acknowledges that UDOT is not the transit authority, and therefore cannot impose transit projects onto UTA. The COALITION acknowledges that UTA is the authorized organization to plan and implement transit projects as part of the regional transportation plan. The COALITION understands that UDOT will not consider any transit improvement that is not ultimately approved in writing by WFRC and UTA as reasonable under NEPA.

Step #2c: Hold workshop to discuss land use in the study area

Attendees: UDOT, COALITION, technical experts

Invitees: FHWA, WFRC, Envision Utah, UTA, cities, counties

Goals: Discuss how land use scenarios affect transportation planning

Discuss the Wasatch Choice for 2040 Growth Vision

Discuss land use and travel demand outcomes of road, transit and bicycle improvements



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Discuss types of land use that could be associated with the Alternative in the form of TAZ (Transportation Analysis Zones) including land use configurations for Boulevard Communities

Action Items: The COALITION may propose a land use scenario for WFRC's consideration in its long range planning efforts. WFRC may elect to develop a land use scenario with tools it deems appropriate. WFRC may request that UDOT include a different land use scenario for evaluation of the Alternative. If so, UDOT will model the Alternative on a trial basis with the WFRC-suggested land use scenario to evaluate its performance. However, it is UDOT's position that a land use scenario would only be deemed reasonable and become a formal part of the Alternative if ultimately approved by the cities and counties it affects and WFRC. This approval need not be obtained prior to development and screening the Alternative. Upon the request from WFRC to UDOT to include a different land use scenario, the COALITION will immediately begin the process of obtaining city approvals of said land use.

The COALITION acknowledges that UDOT is not the land use authority, and therefore cannot impose land use onto the local jurisdictions. The COALITION acknowledges that the metropolitan planning organization, as required by Federal law, which is WFRC in this case, is the authorized organization to coordinate with the cities and counties in establishing land use for the regional transportation plan. The COALITION understands that UDOT will not consider any land use scenario that is not ultimately approved in writing by WFRC and the affected cities and counties as reasonable under NEPA.

The above workshops may require more than one meeting and other less formal working meetings to effectively develop and evaluate the potential elements of the Alternative. Additional time may be required during this phase to obtain feedback from organizations with jurisdiction over the various proposed elements of the Alternative.

Step #3: Meet to finalize the Alternative

Attendees: UDOT, COALITION, technical experts

Invitees: FHWA, Wasatch Front Regional Council, Utah Transit Authority, cities, counties

Goals: Finalize and agree on the proposed elements of the Alternative
Agree on how the Alternative will be modeled



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Document alternative and proposed modeling assumptions for group review.

Action Items: Prepare model reflecting the elements of the Alternative as agreed
Run model to determine if the Alternative meets Level 1 Screening Criteria

Step #4: Meet to review the modeling results and refine the Alternative

Attendees: UDOT, COALITION, technical experts

Invitees: FHWA, Wasatch Front Regional Council, Utah Transit Authority, cities, counties

Goals: Review the results of the model and Level 1 Screening
If Alternative fails but is close to meeting Purpose and Need, discuss whether additional reasonable refinements are possible that might cause Alternative to pass. Agree if and if so, how any such refinements will be reflected in the model

Action Items: As appropriate, prepare model reflecting the refinements of the Alternative as appropriate

Run model with refinements and provide outputs to determine if the Alternative meets Level 1 Screening Criteria

Step #5: Meet to discuss advancement or dismissal of the Alternative based on Level 1 Screening results

Attendees: UDOT, COALITION, technical experts

Invitees: FHWA, Wasatch Front Regional Council, Utah Transit Authority, cities, counties

Goals: Review the results of the model and Level 1 Screening
If the Alternative meets the Purpose and Need, define the design assumptions to develop a footprint of the Alternative in order to evaluate impacts (Level 2 Screening).

If the Alternative does not meet the Purpose and Need, discuss what documentation will be prepared and how it will be shared with the public and included in the Final EIS.



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Action Items: If the Alternative passes Level 1 Screening, prepare a preliminary design to develop the footprint of the Alternative. Quantify the impacts and cost of the Alternative for Level 2 Screening.

If the Alternative does not pass level 1 Screening, prepare documentation to be shared with the public and included in the Final EIS.

Step #6: Meet to discuss advancement or dismissal of the Alternative based on Level 2 Screening results

Attendees: UDOT, COALITION, technical experts

Invitees: FHWA, Wasatch Front Regional Council, Utah Transit Authority, cities, counties, US Fish and Wildlife Service, US Army Corps of Engineers, US Environmental Protection Agency

Goals: Review the results of Level 2 Screening

If the Alternative passes Level 2 Screening, discuss any outstanding approvals to be obtained from cities, counties, WFRC, or UTA, what documentation will be prepared, how it will be shared with the public, and whether a Supplemental Draft EIS will be prepared.

If the Alternative does not pass Level 2 Screening, discuss what documentation will be prepared and how it will be shared with the public and included in the Final EIS.

Action Items: If the Alternative passes Level 2 Screening, the COALITION will continue its efforts to obtain any necessary land use approvals from the cities, counties, and WFRC and transit approvals from UTA. Upon receiving such approvals, UDOT will prepare a supplemental screening report to TM 15, Alternative Screening Report. UDOT will confer with FHWA to determine if a Supplemental Draft EIS will be prepared, and if so, develop a process and schedule for the same.

If the Alternative does not pass Level 2 Screening or if necessary approvals of land use or transit are not obtained, UDOT will prepare supplemental screening report to TM 15, Alternative Screening Report to be shared with the public and summarized in the Final EIS.



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Technical memoranda will be prepared for Level 1 and Level 2 Screening results. Memoranda classified as public will be posted on the WDC public website for public review. The technical memoranda will include necessary data and maps so the public can see how the Alternative was developed and evaluated.

2. **Screening Methodology:** The parties agree that the Alternative will be evaluated by using the same methods and criteria used to screen the alternatives considered in the Draft EIS. The WDC alternatives development and screening process is summarized in Chapter 2, Alternatives, of the Draft EIS. More detailed information about the alternatives development and screening process methodology and criteria can be found in the following technical memorandum:

- *Technical Memorandum 13: Alternative Development and Screening Process*
- *Technical Memorandum 14: Level 2 Screening Process*
- *Technical Memorandum 15: Alternative Screening Report*
- *Technical Memorandum 16: Level 2 Screening Alternatives Cost Estimates*

A summary of the two-step screening process used to determine which alternatives were evaluated in the WDC EIS follows, along with a description of how it would be applied to develop and study the Alternative.

Level 1 screening - Level 1 screening identified alternatives that meet the purpose of and need for the project. Alternatives that were determined to not meet the purpose of and need for the project were dismissed. Level 1 screening for the Alternative would use the same screening criteria as the other WDC alternatives evaluated in the Draft EIS. The screening criteria are detailed in Technical Memorandum 15, Section 3.2, Level 1 Screening Criteria (see Appendix A) and are summarized below:

- i. Daily Total Delay (measured in hours)
- ii. North-south road lane miles with volume to capacity ratios greater than or equal to 0.9 (measured in miles) during the PM peak period.
- iii. East-west road lane miles with volume to capacity ratios greater than or equal to 0.9 (measured in miles) during the PM peak period.
- iv. Vehicle-miles traveled with volume to capacity ratios greater than or equal to 0.9 (measured in miles) during the PM peak period.
- v. Vehicle-hours traveled in congestion with volume to capacity ratios greater than or equal to 0.9 (measured in miles) during the PM peak period.

In keeping with the methodology and approach outlined in Technical Memorandum 15, and applied to the other alternatives for the Level 1 screening process, the following criteria indicate alternatives that would substantially reduce delay and congestion in the study area and would meet the purpose of and need for the project:

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1. Perform better than the No-Action Alternative for all five MOEs
2. Perform better than the average value of all alternatives for all five MOEs
3. Perform at or better than the first-quartile (top 25%) value for at least three of the five MOEs



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The table below shows the Level 1 screening criteria, and average and first quartile values for the five MOEs.

Table 1. Level 1 Screening Criteria

	Daily Total Delay (hr)	North-South Road Lane-Miles with V/C ≥ 0.9	East-West Road Lane-Miles with V/C ≥ 0.9	Vehicle-Miles Traveled (VMT) with V/C ≥ 0.9	Vehicle-Hours Traveled (VHT) with V/C ≥ 0.9
No-Action Alternative	10,760	43.5	26.9	245,500	9,490
Average	8,950	31.4	23.2	177,700	7,160
1 st Quartile	8,060	17.9	20.2	97,400	5,340

The travel demand forecasting model used by the WDC team is described in Section 3.1 of *Technical Memorandum 15: Alternatives Screening Report*. To summarize, the WDC team used the official FHWA-approved version of the travel demand model that is jointly maintained by Wasatch Front Regional Council (WFRC) and the Mountainland Association of Governments for the four-county metropolitan region (Weber, Davis, Salt Lake, and Utah Counties). This travel demand model incorporates existing and planned land use inputs provided by the cities and counties and is used to determine air quality conformity compliance. To provide a fair and consistent comparison of alternatives, Level 1 screening for the Alternative will be conducted with the same travel demand model and land use assumptions that were used for the other WDC alternatives. The exception to this would be if WFRC prepares an alternative land use scenario and requests UDOT to include it as part of the Alternative in its evaluation.

Level 2 screening – If the Alternative passes Level 1 screening, the Alternative will go through the same Level 2 screening process used for the other WDC alternatives to ensure a consistent evaluation of alternatives. *Technical Memorandum 15: Alternative Screening Report*, Section 4.0 Level 2 Screening, describes the process and resources considered in the evaluation of determining reasonable and practicable alternatives. As described in *Technical Memorandum 15*, The reasonable alternatives were determined by collectively evaluating the alternatives that were found to meet the purpose of and need for the project in Level 1 screening while also considering the degree to which these alternatives meet the purpose and need, their impacts to the natural and built environment, estimated project costs, logistical considerations, and overall feasibility. Given that no alternative would avoid affecting the natural and built environment, the WDC team collectively evaluated each of the alternatives to determine which alternatives would best meet the purpose of and need for the project with the lowest overall levels of impacts to the natural and built environment, while still meeting the requirements of Section 404(b)(1) of the



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Clean Water Act and Section 4(f) of the U.S. Department of Transportation Act of 1966. If an alternative was similar to another alternative and was determined to have substantially higher impacts or costs without having substantially higher benefits, it was considered unreasonable for NEPA purposes and was not carried forward for detailed analysis in the EIS. Appendix A of this memo shows the Level 2 screening tables from *Technical Memorandum 15: Alternatives Screening Report*.

**Table 2. Level 2 Screening Criteria**

Criterion	Measures
Access to transit and pedestrian facilities	<ul style="list-style-type: none"> • Number of mode transfer locations (for example, park-and-ride lots, bus stops, or commuter-rail stations). • Mode share. • Rate of growth in VMT. • 2040 daily VMT. • 2040 daily VMT per capita.
Consistency with local and regional plans	<ul style="list-style-type: none"> • Alternative's consistency with local and regional land-use and transportation plans^a
Impacts to trail connections	<ul style="list-style-type: none"> • Number of trails that would be connected.
Cost, technology, and logistics	<ul style="list-style-type: none"> • Estimated project cost (general). • Constructability given available technology. • Logistical considerations.^b
Impacts to natural resources	<ul style="list-style-type: none"> • Acres and types of wetlands and other waters of the U.S. affected.^c • Acres and types of sensitive wildlife habitat affected. • Number of drainage crossings (includes streams, canals, or ditches). • Number and acres of Agriculture Protection Areas affected. • Acres of irrigated prime or unique farmland affected.^d • Acres of floodplain affected. • Percent increase in vehicle emissions based on VMT (impacts to air quality).
Impacts to the built environment	<ul style="list-style-type: none"> • Number and area of parks and trails affected. • Number of community facilities affected. • Number of potential property acquisitions, including residential, business, and utility acquisitions. • Number of Section 4(f)/Section 6(f) uses.^e • Potential for impacts to low-income or minority populations (environmental justice populations).^f • Number of cultural resources affected (for example, historic and archaeological resources).
Extent to which the alternative meets the project's purpose	<ul style="list-style-type: none"> • Relative effectiveness of the alternative in meeting the project's purpose; that is, the degree to which the alternative addresses regional mobility, peak-period mobility, mode interconnection, local growth objectives, and bicycle and pedestrian options compared to other alternatives. Similar alternatives could be combined to optimize performance.



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Table 2. Level 2 Screening Criteria

Criterion	Measures
^a	This criterion will not be used to determine whether an alternative is reasonable or practicable but will be used to make minor shifts to alignments.
^b	Logistical considerations for each alternative are described in more detail in the <i>Section 404(b)(1) Practicability Analysis</i>
^c	Based on Clean Water Act requirements, an alternative with a substantially greater number of wetland impacts could be eliminated from detailed study.
^d	Acres of prime or unique irrigated farmland were added to the Level 2 screening criteria based on comments from the Utah Department of Agriculture and Food and farmers during the comment period in spring 2011. This metric estimates the effects to soils identified by the U.S. Department of Agriculture as being prime or unique that are irrigated and farmed.
^e	Based on the requirements of Section 4(f) of the Department of Transportation Act of 1966 and Section 6(f) of the Land and Water Conservation Fund Act, an alternative with a substantially greater number of Section 4(f) or Section 6(f) impacts could be eliminated from detailed study.
^f	Areas with higher percentages of low-income or minority populations were identified using U.S. Census data. If an alternative would cause residential relocations in areas with higher percentages of low-income or minority populations, that alternative was determined to have a "high" potential for environmental justice impacts. If an alternative would not affect areas with higher percentages of low-income or minority populations, the alternative was determined to have a "low" potential for environmental justice impacts.

3. **Schedule:** UDOT and the COALITION agree in good faith to commit the resources to meet the following schedule, with the referenced steps being those outlined in Section 1 of this Agreement:

Step #1:	June 2014
Step #2:	June 2014
Steps #3-5:	July 2014
Step #6:	August 2014

This schedule may be adjusted by the written agreement of the Parties. If the Alternative passes Level 1 and 2 screening, and written approvals of the associated land use by the cities, counties, and WFRC are still pending, an additional two months will be allowed to obtain these approvals. The same applies for approvals by UTA and WFRC for the proposed transit elements of the Alternative. If a city, county, WFRC, or UTA formally rejects the land use or transit proposals, respectively, no additional time will be given.

4. **Consultants/Technical Experts:** UDOT will utilize consultants that UDOT believes have the skills and experience to develop, evaluate, and review the Alternative. The COALITION will participate in the meetings as outlined above. The COALITION may hire, at its own expense, experts of its choosing to participate in the process. Upon request, UDOT will share electronic and hardcopy public data to the COALITION.



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5. Commitments: UDOT is committed to the following items:

- UDOT shall develop and evaluate the Alternative consistent with this Memorandum of Agreement.
- If the Alternative passes Level 1 and Level 2 screening, UDOT, in cooperation with FHWA, shall determine whether to prepare a supplemental DEIS that evaluates the alternative in greater detail.
- If the Alternative does not pass Level 1 and Level 2 screening UDOT shall document the process used to develop and evaluate the Alternative and why it did not pass screening. This process will be documented in the Final EIS and in detail in a supplement to TM 15: Alternative Screening Report that will be placed on the WDC website for public review for 30 days sometime prior to the release of the Final EIS.

The COALITION shall ensure that its representatives and/or technical experts(s) involved in the process described in this Agreement will devote sufficient time and attention to the process to avoid unreasonable review times or other delays.

In addition, the COALITION acknowledges, solely for the purpose of the analysis set forth in this MOA:

- That the WDC Purpose and Need, Level 1 and Level 2 screening criteria will be used in determining the results of the Alternatives.
- That the FHWA-approved WFRC travel demand model (as updated for the WDC EIS) will be used to determine whether the Alternative meets the Purpose and Need and the screening criteria.
- That any proposed transit projects or components of the Alternative must be accepted and approved by UTA in writing in order to ultimately become part of the Alternative.
- That any proposed land use scenario must be accepted by WFRC and the affected cities and counties in writing in order to ultimately become part of the Alternative.

6. Lead Representative: UDOT and the COALITION agree that for purposes of administration of this Memorandum of Agreement the following are the designated Lead Representatives for each party, with the requisite authority to provide the party's official position on all matters governed by this Agreement. This includes but is not limited to authority to agree in writing to schedule modifications, modifications of the Agreement itself, and to any substantive or procedural decisions or positions contemplated under Alternative evaluation process under the Agreement.



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For UDOT: Shane Marshall, P.E.
Deputy Director – UDOT
4501 South 2700 West
Salt Lake City, UT 84114
801-965-4030

For the COALITION: Roger Borgenicht
Co-Chair, Utahns for Better Transportation
218 East 500 South
Salt Lake City, UT 84111
801-355-7085

7. **Modification:** Except as otherwise provided herein, this Agreement contains the entire understanding of the Parties hereto with respect to the subject matter contained herein, and supersedes all prior and contemporaneous agreements, understandings, and negotiations, and no evidence of prior or contemporaneous agreements, understandings, or negotiations shall govern or be used to construe or modify this Agreement. The Parties have not made and make no other representations, warranties, statements, promises or agreements which are not set forth in this Agreement. This Agreement may be modified or supplemented with the written agreement of both parties.
8. **Interpretation:** Nothing in this Agreement shall be construed to require FHWA or UDOT to comply with any term beyond the obligations contained in the applicable federal and state statutes, regulations and rules.
9. **Authorization:** The Parties have not made and make no other representations, warranties, statements, promises or agreements which are not set forth in this Agreement.



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10. **Neutral Agreement:** The Parties hereto declare that they have read and understand the terms of this Agreement, that they have had the opportunity to confer with counsel throughout the negotiation and execution of this Agreement, and that they have executed this Agreement voluntarily and without being pressured or influenced by any statement or representation made by any person acting on behalf of any Party.
11. **Dispute Procedure:** Within 5 calendar days of the end of each of the 7 steps of the process outlined in Section 1 above (steps 1, 2a, 2b, 2c, 3, 4, 5 & 6), the Coalition has the right to invoke this dispute resolution provision if it disagrees with UDOT's position on any of the goals or action items under that step of the MOA for evaluation of alternatives.
- a. To invoke this provision, the Coalition shall present UDOT with a letter stating (a) that this provision is being invoked, (2) the reasons that the Coalition disagrees with UDOT's position, and (3) as applicable, identifies other persons or entities involved in the collaborative process under this MOA (e.g., UTA, WFRC, technical experts, cities) that it believes should be involved in resolution of the dispute. Within 5 calendar days following the day of receipt of the letter, UDOT shall present to the Coalition a written response which addresses the substance of the dispute and identifies any persons or entities it believes should be involved in resolution of the dispute. Any identified third parties who agree to be involved may provide written input at their election.
 - b. UDOT will then coordinate a meeting among itself, the Coalition, and any of the identified third parties who agree to attend, where the Coalition, UDOT, and as appropriate third parties, will present their positions to the Deputy Director of UDOT. Based upon the Coalition's letter, UDOT's written response, any written materials submitted by third parties, and the presentations at the meeting, the Deputy Director shall within 5 calendar days after the meeting date issue a written decision on the issue under dispute. Upon issuance of the Deputy Director's decision, the process outlined in Section 1 shall resume and shall be in accordance with the decision.
 - c. While this dispute procedure process is available at each step of the process, UDOT and the Coalition agree they will make reasonable, good faith efforts to reach agreement and that it is not their intent that the dispute resolution process be automatically resorted to at the end of each step.
12. **No Agency, Joint Venture or Partnership:** This Agreement does not create any type of agency relationship, joint venture or partnership between the Parties.



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13. **Effective Date:** This Agreement may be signed in counterparts and by facsimile. This Agreement takes effect on the date of the last approving signature.

For UDOT:

A handwritten signature in blue ink, appearing to be 'J. Hall'.

For COALITION:

A handwritten signature in blue ink, appearing to be 'J. Hall'.

APPENDIX B

Workshop 1



Meeting Agenda

West Davis Corridor EIS

UDOT Project No. *SP-0067(14)0

Meeting Name: WDC Shared Solution Alternative Workshop

Meeting Date: Wednesday, June 18, 2014

Meeting Time: 12:30 p.m. to 4:30 p.m.

Location: West Point City Offices - 3200 West 300 North, West Point, Utah

Agenda:

1. Welcome and Introductions – Dan Adams, TLG
2. Effective Meeting Ground Rules – Dan Adams, TLG
3. Purpose of the Meeting, MOA – Randy Jefferies, UDOT
4. Typical Data Required for Environmental Analysis – Vince Izzo, HDR
5. Shared Solution Presentation: Roadway, Transit, & Land Use Ideas – Roger Borgenicht, UBET

6. Concepts and Methodology Breakout Sessions – Dan Adams, TLG

This will be a facilitated session with six breakout tables addressing specific topics outlined in the presentation. Attendees will participate in three of the six 30 minute sessions which are sub topics of the next three workshops focused on Roadway, Transit, and Land Use Ideas. As not all participants in this first workshop will attend the following three workshops, their feedback at this time will help frame the discussion and details of the remaining workshops.

- a. Roadway Related Ideas
- b. Transit Related Ideas
- c. Land Use Related Ideas

7. Large Group Debrief – Dan Adams, TLG

- a. Determine which ideas merit further consideration
- b. Determine how to further define and evaluate the ideas to be carried forward

8. Action Items

- a. Items needed for preparation of subsequent roadway, transit, and land use workshops
- b. Schedule Subsequent Workshops

9. Adjourn

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Meeting Name: WDC Shared Solution Alternative Workshop #1

Date & Time: June 18, 2014 12:30- 4:30 PM

Location: West Point City Hall

Name	Organization	Phone	Email
Peter Matson	Layton City	801 336 3781	pma@laytoncity.org
Dan Thompson	Alvarez Consultants	801-207-7660	dthompson@alvarezconsultants.com
Richard Ming	Mitigation Commission	801 524-3168	rming@utah.gov
Robert Whiteley	Syracuse	801-825-7235	RW@SYRACUSEUT.COM
Mike Seely	Horrocks	801-763-5100	mike@horrocks.com
John Long		801-779-2553	jlong@LSIWIN.COM
GARY PRATT	SYRACUSE	801 273 3232	gpratt@syrcusn.com
Charles Allen	Enter Plan	801 307 3400	Charles@enterplan.com
Kathy Allred		801 725 2608	tonyandkathyallred@gmail.com
John Petross	Davis County	801-451-3200	JPetross@Daviscountyutah.gov

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Meeting Name: WDC Shared Solution Alternative Workshop #1

Date & Time: June 18, 2014 12:30 - 4:30 PM





Location: West Point City Hall

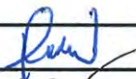





Name	Organization	Phone	Email
Leslie Duernd	Civ.	801-773-3220	
Rosemary Shkembri	VDOT	801-592-7994	
TJ JENSEN	Syracuse City		TJ.JENSEN@MLTODAS.COM
STEVEN LOED	HORROCKS ENGINEERS	801 850 8965	stevenc@horrocks.com
Brandon Weston	VDOT	801-965-4603	brandon.weston@utah.gov
Iron Kasper	Avenue Consultants	801-716-2441	ironkasper@avenueconsultants.com
Ferry Patner	Syracuse	801-698-3534	top
Paul Zimar	FHWA	801-933-3525	Paul.Zimar@dot.gov
NED HACKERZ	WFRG	801-363-4250	NEHACKERZ
John Buttenb	HDR	801-913-3346	John.Buttenb@hdrinc.com



**West Davis Corridor EIS
Shared Solution Alternative Workshop - June 18, 2014
SIGN-IN**

NAME	ORGANIZATION	ATTENDED
Adam Lenhard	Clearfield	
Alex R. Jensen	Layton	
Andy Neff	The Langdon Group	
Andy Thompson	Kaysville	
Ann Floor	UBET	X
Ari Bruening	Envision Utah	
Barbara Keyt	UTA	
Barry Burton	Davis County	
Beau Hunter	Intrepid	
Ben Wuthrich	WFRC	
Betsy Herrmann	USFWS	
Beverley Macfarlane	Sunset	
Bill Wright	Layton	
Bob Stevenson	Layton, Mayor	
Boyd Davis	West Point	X
Brian Moench	UT Phys. for Healthy Environ.	
Brianne Olsen	The Langdon Group	
Brody Bovero	Syracuse	X
Cameron Cova	Breathe Utah	
Carl Ingwell	Clean Air Now	
Chris Lizotte	UDOT	
Chris Montague	TNC	
Christopher G. Davis	Roy	
Curt McCuiston	Syracuse	
Dan Adams	The Langdon Group	
Dave Millheim	Farmington	X
David Peterson	Farmington	X
Deb Sigman	Breathe Utah	
Dennis Cluff	Clintonr	
DJ Williams	Utah Waterfowl Association	

Eric Anderson	Farmington	
Eric Rasband	UDOT	
Erik Craythorne	West Point	
Glenn Bronson	Utah Airboat Association	
Heather Dove	Great Salt Lake Audubon	
Heather Dove	GSL Audubon	
J.J. Allen	Clearfield	
Jan Zogmaister	Weber County	
Jared Hall	Roy	
Jared Hall	Roy	
Jason Steed	Citizens for Better Syracuse	
Jayson Clough	Horrocks	
Jeff Bilsky	Utah Birders	
Jeff Harris	UDOT	
Jen Fowler	The Langdon Group	
Jenny Schow	Syracuse	
Jim Talbot	Farmington	
John Gleason	UDOT	
John Larsen	WFRC	
John Petroff	Davis County	
John Thacker	Kaysville	
John Urbanic	USACE	
Josh King	The Langdon Group	
Josh Noble	Utah Mud Motors	
Judy	Hooper	
Julia McCarthy	EPA	
Karen Hamilton	EPA	
Kathy Van Dame	Wasatch Clean Air Coalition	
Kevin Kilpatrick	HDR	
Kevin Snow	Sunset	
Kirk Robinson	Western Wildlife	
Korry Green	Hooper	
Kris Peterson	UDOT	
Kyle Laws	West Point	
Leigh Gibson	Intrepid	
Leona Dalley	UDOT	
Linda Youngbell	Sunset	
Lynn de Freitas	FRIENDS of Great Salt Lake	
Lynn Vinzant	Clinton	
Madison Sehlke	The Langdon Group	

Mark Shepherd	Clearfield	
Matt Riffkin	Interplan	
Matt Sibul	UTA	
Michael Brown	Technical Advisor	
Mike Gailey	Syracuse	
Mike Weland	URMCC	
Mitch Adams	Clinton	
Ned Hacker	WFRC	
Noah Steele	Syracuse	
Norm Marshall	Technical Advisor	
Pam Krammer	DWR	
Paul Beaudet	Western Wildlife Conserv.	
Phil Strobel	EPA	
Randy Jefferies	UDOT	
Reid Ewing	Technical Advisor	
Rena Widdison	UBET	
Rex Harris	UDOT	
Rob Dubuc	Western Resource Advocates	
Robert Grow	Envision Utah	
Robert Whiteley	Syracuse	
Roger Borgenicht	UBET	
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Ron Mortimer	Horrocks	
Scott Festin	WFRC	
Scott Hess	Clearfield, Planner	
Scott Stevenson	Sunset	
Sean Wilkinson	Weber County	
Shane Marshall	UDOT	
Sharon Bolos	West Haven	
Sherrie Christensen	Syracuse	
Soibhan Locke	The Langdon Group	
Steve Anderson	West Haven	
Steve Erickson	Utah Audubon Council	
Steve Hiatt	Kaysville	
Ted Knowlton	WFRC	
Terry Palmer	Syracuse	
Tim Rodee	Citizens for a Better Syracuse	
Tim Wagner	Sierra Club	
Vince Izzo	HDR	

Wayne Martinson	National Audubon Society	
Willard Cragun	Roy, Mayor	
Woody Woodruff	Layton	
Yaeko Bryner	Friends of the Great Salt Lake	
Zach Frankel	Utah Rivers Council	
	Utah Mud Motor Association	
	National Audubon Society	



**West Davis Corridor EIS
Shared Solution Alternative Workshop - June 18, 2014
SIGN-IN**

NAME	ORGANIZATION	ATTENDED
Adam Lenhard	Clearfield	
Alex R. Jensen	Layton	
Andy Neff	The Langdon Group	
Andy Thompson	Kaysville	<i>AT</i>
Ann Floor	UBET	
Ari Bruening	Envision Utah	
Barbara Keyt	UTA	
Barry Burton	Davis County	X
Beau Hunter	Intrepid	BH
Ben Wuthrich	WFRC	X
Betsy Herrmann	USFWS	
Beverley Macfarlane	Sunset	
Bill Wright	Layton	
Bob Stevenson	Layton, Mayor	
Boyd Davis	West Point	
Brian Moench	UT Phys. for Healthy Environ.	
Brianne Olsen	The Langdon Group	
Brody Bovero	Syracuse	
Cameron Cova	Breathe Utah	
Carl Ingwell	Clean Air Now	
Chris Lizotte	UDOT	
Chris Montague	TNC	
Christopher G. Davis	Roy	
Curt McCuistion	Syracuse	
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Dave Millheim	Farmington	
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Eric Anderson	Farmington	2a
Eric Rasband	UDOT	4a
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Rob Dubuc	Western Resource Advocates	✓
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Shared Solution Workshop #1 – Roadway Design

June 18, 2014



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ROADWAY DESIGN GROUPS:

1. Improve/expand east/west mobility – Antelope is one example, but it needs to be extended further west
 - a. Issue- they are virtually one way streets heading east in the morning and west in the evening. WDC would help that, but are there other solutions like Flex Lanes?
2. Enhance and extend Bluff Road to improve north/south mobility
3. Widen and improve I-15 from Farmington to Ogden
4. Review east/west corridors and prioritize improvement and consider boulevard concept.
 - a. Antelope – 5 Lanes, but needs to be extended further west
 - b. Gentile – Lots of farms and residential, might be easier to improve than some of the others
 - c. 1800 North – Needs an interchange and widening further west than the EIS is studying. Currently in environmental phase to complete an EIS.
 - d. 5600 South – Interchange
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6. A West highway/road is needed, but the alignment/location need to be reconsidered. Fewer residential impacts.
7. Is building a Bangerter Highway in West Davis County an option? Nobody liked the thought of building a “Bangerter” because of aesthetics, but US-89 for the west-side would be acceptable.
8. The Boulevard design keeps money in these communities – highway/freeway take it to SLC
9. Need to connect Bluff to I-15 on the south – look at a hybrid option that might incorporate components of a highway and boulevard and not be a freeway.
10. Is the regional model accurate? Layton has data that says otherwise and actually believes the traffic congestion is worse than is depicted in WFRC’s model.
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15. Focus widening and innovative solutions (i.e. intersections, Blvd. concept, etc.) close to I-15. Best bang for your buck.
16. Enhance east/west mobility by increasing the number of I-15 crossings, either over under the freeway. The existing crossings coincide with interchanges and create additional congestion.
17. Refine and expand connectors where it is still possible, meaning less developed areas of the county.
18. Create additional north/south connectivity to other communities
19. Build roadways and other facilities that connect to the north Davis and Weber employment centers
20. Enhance connectivity with local street network (grid system like SLC)
21. Incorporate multi-modal options in our roadway designs
 - a. Bike access and safety improvements
 - b. Active transportation
22. Boulevard concept will impact hundreds of homes, more than WDC – highly impactful and expensive

Shared Solution Workshop #1 – Roadway Design

June 18, 2014



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23. Widening east/west corridors will jam up at I-15 unless we can reduce trips.
24. Provide back road access/connectivity behind development where possible.
25. WDC add rail corridor now – Preserve ROW now for a future transit corridor served by rail.
26. Innovative intersections can hamper transit and multi-modal. Need to be prudent in our screening and implementation.
27. Protect corridor for north/south capacity beyond 2040
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28. Improve 1800 North, including beyond 2000 West.
29. State Street and 200 West as north/west routes
30. New north/south facility between Gentile and 200 North.
31. Local planning to connect ½ mile grids. This would improve connectivity and transit options.
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33. One-way C/D (frontage road), right-in/right-out local access
34. Hill Field – 650 North
 - a. Slip ramps to get on/off
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35. Choose I-15 connector to 300 North versus 800 North based on greater need
36. Grid system solution is first in a sequence of improvements so it will lead to economic improvements and local jobs
37. Extend Layton Parkway to Bluff Road
38. Improvements to I-15
 - a. 3-4 lanes, but only if needed
39. Separating bike traffic from vehicle traffic on adjacent streets
40. Bluff Road is key
 - a. Add center turn lane
 - b. Widening south of 1000 West
41. Build WDC alignment to Gentile
42. Adding East/West grade separated crossings of I-15 to remove local traffic from interchanges
43. Another facility out west is essential for safety
44. SR-193 and 5600 South interchange. East/West style roads
45. Non-interchange East/West pass through
46. Widening East/West arterials, with boulevards where it makes sense

Shared Solution Workshop #1 – Transit

June 18, 2014



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TRANSIT GROUPS:

1. Farmington City (referencing roadway alternative)
 - a. Conservation easement conflicts with WDC LPA
 - b. Fundamental flaw with modeling (land use, etc.)
 - c. I-15 alternative needs more analysis
 - d. No need for corridor through Farmington
 - e. EIS need = regional mobility
 - f. To decrease regional delay, a freeway is the best option
 - g. Look at I-15 widening and HOV north of Kaysville
 - h. East/West arterial improvements need to be better evaluated
 - i. Widen I-15 and East/West arterials
2. Heavy impacts with boulevard communities
3. Need everything – WDC, transit and East/West improvements to meet transportation need
4. Increase capacity of FrontRunner
 - a. Increase ridership, speed, frequency; add Sunday service
5. Circulators to employment centers
 - a. Connect to employment centers (Freeport, Downtown Ogden, HAFB, WSU, hospital, Layton and Farmington)
 - b. Vans
6. Adding a new rail line would be challenging- no dedicated ROW
7. Add BRT lines on East/West routes
8. Add East/West enhanced bus service on existing arterials
9. Add transit lines in highway ROW (i.e., rail lines along I-15, WDC corridor)
10. Add new transit line along D&RG (Denver & Rio Grande rail corridor)
11. Adding more dedicated bike routes would increase transit use. Making it easier for bikers to access transit stations would increase ridership.
12. Dedicated transit lanes are positive, as long as they are convenient and cheap for riders
13. Queue-jumping buses
14. BRT on Antelope to State Street
15. Add dedicated “breezeways” (underpasses) for bike/ped/transit/HOT lanes at major arterial conflict points
16. Dedicated bus lanes wide enough to accommodate bikers
17. Increased bus frequency on State Street
18. Improve accessibility to FrontRunner stations
19. Easy connections to transit modes
20. Branding - advertise transit more. Make it more familiar. Education about how to use the system will increase ridership.
21. Make transit free – San Antonio doubled ridership.
22. Make transit more affordable to general population
23. Add another rail line along current FrontRunner corridor with stops at every major N/S arterial. (i.e., FrontRunner that runs like TRAX)
24. Corridor preservation - preserve ROW for dedicated transit lines to be implemented in the future as needed

Shared Solution Workshop #1 – Transit

June 18, 2014



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25. Phased approach – start with simple transit lines and upgrade incrementally as needed
 - a. Bus > BRT > LRT
26. Plan transit stations and park-n-rides now
27. Light rail on East/West routes to feed Front Runner.
28. Preserve North/South corridor for future transit line
29. More research is needed to determine where people are going. What are the driving patterns? Transit service should be planned to match prevailing travel patterns. (HAFB as an example)
30. Develop transit partnership with HAFB – FrontRunner or other transit service to HAFB
31. New transit line along Bluff Road/3000 W. with East/West transit connections from major I-15 interchanges
32. Low density development in western Davis Counties may not be conducive to transit. Citizens may not support and it may not be financially viable in some areas.
33. Some people like the “bedroom” community in western Davis County
34. Trolley along Antelope Drive
35. IF there was an interchange in Farmington, there would be a way to attract jobs to Farmington
36. Promote TOD’s
37. Circulator on Antelope Drive to Bluff Road
38. Need land use to support transit. Need culture to support transit.
 - a. Need to incentivize people to use transit
39. Railway along Bluff to Station Park
40. BRT on WDC



Shared Solution Workshop #1 – Land Use

West Davis Corridor EIS

UDOT Project No. *SP-0067(14)0

- General Plans
 - Will cities need to pass general plan resolutions based on what alternative is selected?
 - What happens if cities change their master plans based on the UDOT Locally Preferred Alternative but then the Shared Solution or another alternative is finally selected?
 - Cities often don't know when a project is going to be "dropped on them" by the state. Lack of knowledge of when projects are going to happen is a challenge with planning.
 - For the workshop, explain the project development process including how projects get into the Long Range Plan and the STIP.
 - City is accountable to the property owner, not to the state.
 - West Davis Corridor as a local freeway/highway has been in virtually all of the city plans for many years.
- Personal Behavior Changes
 - The reality check to the Shared Solution is if people are willing to change their transportation behavior.
- WFRCC
 - Will need to do modeling and then sign off on the Shared Solution Alternative if it makes it through screening
 - Wasatch 2040
 - Still has to be adopted by the cities
 -
- Case Examples To Review at Land Use Workshop
 - Mt. View Corridor: Had agreements with cities initially but then the agreements were voided later based on the selection of the preferred alternative (it was different than was anticipated in the initial agreements with the cities).
 - SR 193. This project was a problem because of access. The lack of access when this project was designed had a significant impact on the cities master planning.
 - Layton referendum and public education process
- Growth and Commercial Development vs. Roadway and Transit Development: Chicken and the Egg. Does growth happen first and drive transportation or vice versa?
 - What is the order of how development takes place?
 - Have a schematic that shows the typical process of development.
- Syracuse



Shared Solution Workshop #1 – Land Use

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- Added more commercial to their general plan. Included 600 feet on SR 193.
 - Suspended general plan changes until the WDC EIS is complete.
 - Questioned where to put commercial land zoning because they don't know where a future freeway will be.
 - Added "high density" to SR 193. This should help with transit.
 - Syracuse considers moderate density to be high density. They do not want high density.
- Kaysville
 - Has many businesses such as dentists, lawyers, doctors offices, etc. that cannot be taxed which challenges the community on how to fund infrastructure.
- 4(f) Properties
 - Workshop needs to define 4(f)
 - Cities want to find ways to get people to parks
- Modeling
 - Will need to use the Shared Solution to scenario plan and then model.
 - Question as to what level of detail will be needed to do scenario planning and modeling.
 - The workshop will need to dream up the best scenario possible for the Shared Solution Alternative.
 - There are problems with artificial growth limits. Varies by area.
 - Scenarios based on different areas but also by how the counties function.
 - Assumptions about land use are dependent on what transportation is built. If it is a boulevard vs. a freeway the outcome to land use is radical.
 - All modeling is SLC centric. What if modeling was not based so much on SLC?
 - Changes are likely needed for the Governors PB totals. What can you or can't you do? What control totals can be changed for NEPA?
 - Worried that basing highway assumptions on faulty modeling. Artificial controls doesn't disclose the impacts.
- Challenges to the Development of the Shared Solution Alternative Based on Land Use
 - How do you coordinate with all of the cities and various plans and somehow all be on the same page? It will be essential that everyone is on the same page and has mutual agreement but how is that possible when all of the cities have different vision, goals, objectives, etc.?
 - How far into the city approval process before a new alternative is viable?
 - Telling agriculture that they have to develop into a specific model of urban (Boulevard Communities, etc.).
 - How do you balance interests at a regional level?



Shared Solution Workshop #1 – Land Use

West Davis Corridor EIS

UDOT Project No. *SP-0067(14)0

- Do you think there is a desire in your community to support the Shared Solution and are you willing to change your land use policy?
 - Are people in Davis County willing to live in moderate density?
 - I want is handy but not to close
- Density
 - The residents in Davis and Weber Counties consider moderate density to be high density. There will not be acceptance of moderate of high density by the residents of these two counties. There needs to be moderate to high density for transit to work.
 - Densities will be different in the east vs. the west of the study area.
 - Difficult to have patchwork of land planning from community to community. Is each community willing to look at density at different nodes, centers, etc.?
 - Pay be density for open space
 - Density and the tradeoff is open space
 - Farmers selling to developers
 - Density credits and farmer development rights
 - What are the negative connotations with moderate density? Examples may include schools, traffic, crime, etc.
- Accessibility
 - How will land use change it?
 - Transit vs. car: Is there access?
 - Impacts to infrastructure and capacity.
- Sales Tax Distribution Formula
 - Big box stores and their impact
- Incentivize
 - What are the incentives?
- Taxation
 - Tax structure of each community is the problem. Can't be a residential community without raising taxes.
 - Communities become sales tax dependent.
 - Economy shifting from brick and mortar retail. Same can be said for employment.
 - Manufacturing industry has changed significantly. Lack of factories and machinery for cities to tax.
 - Must update city funding plans.
- Jobs
 - Create more local jobs



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Shared Solution Workshop #1 – Land Use

West Davis Corridor EIS

UDOT Project No. *SP-0067(14)0

- Create more high end jobs
 - Create more zoning for RDA
 - Make public investment that facilitates employment centers.
 - Tough to compete with SLC and UT counties
- Boulevard Communities
 - Will be very difficult as you move west. It has to be scalable.
 - What are potential areas for mixed use development and areas where the communities envisioned by the Shared Solution could actually be built?
- Future Land Use Planning Needs to Include:
 - Business zones
 - Jointly funded studies and effort between communities and agencies
 - Understand the land use needs of the population that is coming and will be here in 2040.
 - What does the population change in specific communities look like in 30 years?
- Alternative Details
 - Intersection specific issues are land use dependant
 - Is land use key to make the ideas work?
- Other
 - Relationship between land use and transportation is not linear
 - Land use drives transportation
 - Need to create more local jobs
 - Is it possible to have a scaled down West Davis Corridor (freeway) and the ideals of the Shared Solution? A combination of both?
 - Land value. Land use will affect the value of the land.
 - Ability to make public investment to drive private investment. Until you make the public investment, it won't work.
 - Utilities: Infrastructure has to be invested in first.
 - Fourteen municipalities in Davis County. All have different goals and interests. Without one overall plan that all agree to, how will it be possible for the Shared Solution to work?
 - Cities and municipalities need to envision the cities they want in the future. They need to start making a transition to that future vision. This raises the question of how do you have people today preserve open space, start boulevard communities, etc.? Are there examples that can be used by Davis and Weber Counties as well as UDOT?
 - Bring maps to the next workshop that identifies places in the study area where change can be made.



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Shared Solution Workshop #1 – Land Use

West Davis Corridor EIS

UDOT Project No. *SP-0067(14)0

- Where are their opportunities for boulevard communities?
- Transit and land use are very closely connected.
- Everyone wants to live their personal dream. The initial presentation about the Shared Solution concept was led out by a person wanting acreage and agriculture yet the Shared Solution is based on moderate density and boulevard communities. How do these two ideas reconcile with each other? How does land use dictate who can do what with their land?
- Would people reconsider personal vision for land use?
- Aging baby boomer demographic change needs to be included in analysis. Assumption that aging demographic in the future will not want a yard with lawn and garden.
 - City councils today are made up of older demographic that may make decisions based on their age and personal interests in land use.
- Is it reasonable to keep the West Davis Corridor area agricultural?
 - What is the time frame?
 - What is the sequencing?

Shared Solution Workshop #1 – Roadway Design

June 18, 2014



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GENERAL CONCEPTS PRESENTED:

- A. Boulevard Roadways
 - creative roadway design
 - utilize arterial grid
 - frontage roads and separate I-15 crossings
- B. Innovative Intersections
 - quadrants, town centers, bowties, roundabouts etc
 - signalization
- C. Boulevard Communities
 - active transportation elements
 - parking
 - landscaping
 - driveways, side roads/back roads access
- D. Transportation Demand Strategies
 - jobs/housing balance,
 - bike/transit connections
 - walkable neighborhoods
 - carpooling
- E. Transportation System Management
 - I-15 ramp metering – extra ramp storage
 - I-15 congestion pricing – toll bypass lane
- F. Sequencing of improvements

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Shared Solution Workshop #1 – Roadway Design

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7. Is building a Bangerter Highway in West Davis County an option? Nobody liked the thought of building a “Bangerter” because of aesthetics, but US-89 for the west-side would be acceptable.
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June 18, 2014



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42. Adding East/West grade separated crossings of I-15 to remove local traffic from interchanges
43. Another facility out west is essential for safety
44. SR-193 and 5600 South interchange. East/West style roads
45. Non-interchange East/West pass through
46. Widening East/West arterials, with boulevards where it makes sense

APPENDIX C

Workshop 2 – Roadway



Meeting Agenda

West Davis Corridor EIS

UDOT Project No. *SP-0067(14)0

Meeting Name: WDC Shared Solution Alternative Workshop

Meeting Date: Wednesday, July 2, 2014

Meeting Time: 8:00 a.m. to noon

Location: Sunset City - 200 West 1300 North, Sunset, Utah

Agenda:

1. **Welcome and Introductions**
2. **Purpose of the Meeting**
3. **Overview of Roadway Elements of the Shared Solution Alternative**

---- 10 minute break ----

4. **Breakout Session: Further Define Scope of Roadway Elements**

(two groups based on northern and southern cities)

- a. Location, facility type, number of lanes, speed, access, active transportation, etc

---- 10 minute break ----

5. **Recap of Roadway Elements to be included moving forward**
6. **Next Steps**
7. **Adjourn**

GENERAL CONCEPTS	
36	Arterial Grid – First in sequence
4	East-West Mobility
18	North South Routes
2	Bluff Road
8	Boulevard Configurations Thru lanes/commercial access lanes Back/side roads Peak hour transit shuttle lanes Over/Under express lanes
15	Innovative Intersections Quadrant, town centers, etc Signalization Roundabouts
17	Connectors Road Bikeways/trails Active transportation/walkable communities
3	I-15 Ramp metering Local/frontage road over passes
ROADWAY ISSUES	
43	Safety For all users
21	Multi-modal options
12	Community coordination
8	Jobs/housing balance
23	Reduce trips/vehicle miles travelled (VMT)
10	Model accuracy
38	Sequencing of improvements
CANDIDATES FOR ARTERIAL/INTERSECTION IMPROVEMENTS	
4	East-West Gentile Antelope 1800 North 5600 South SR-193
19	North-South Multiple

Facility or Location	Concepts	Limits/Termini	Number of Lanes	Scope/Description	Notes (access, ped/bike, features)	7-8-2014 Status
#8 Boulevard Configurations and Arterial Improvements (#18 North-South and # 4 East-West)					<ul style="list-style-type: none"> • Thru lanes/commercial access lanes • Back/side roads • Peak hour transit shuttle lanes • Over/Under express lanes 	
1800 North	#8 - Boulevard Configurations	3000 West to Falcon Hill	At least 2 through lanes in each direction	Change planned EIS/RTP widening to be in a boulevard facility instead of the current arterial facility.	Could be combined with an innovative intersection at 2000 W 1800 N.	<p>Boulevard could work near 2000 West intersection.</p> <p>Don't propose changing right-of-way requirements beyond planned RTP widening, just change function.</p>
SR-108 (2000 West)	#8 - Boulevard Configurations #18 - North-South Connections	Antelope Drive to Midland Drive	At least 2 through lanes in each direction	Change planned EIS/RTP widening to be in a boulevard facility instead of the current arterial facility.	<p>Could be combined with an innovative intersection at SR 193, 300 North, 1800 N, and 6000 South.</p> <p>North group noted that this would need to be combined with some additional north-south road south of Antelope Drive in Syracuse.</p> <p>South group noted only boulevard between Antelope and SR 193.</p>	<p>Consider further. May need further identification of a northern terminus based on potential for traffic improvement. Group discussed termini of 4000S and Antelope. Noted corridor was a school route and would need pedestrian considerations.</p>

Facility or Location	Concepts	Limits/Termini	Number of Lanes	Scope/Description	Notes (access, ped/bike, features)	7-8-2014 Status
SR 193	#8 - Boulevard Configurations	4500 W to I-15	At least 2 through lanes in each direction	Change planned EIS/RTP widening to be in a boulevard facility instead of the current arterial facility.	Much of the land along SR-193 has not been developed. Would make sense to convert to Blvd concept with commercial land uses.	May be a mix of arterial or expressway and boulevard between I-15 and Freeport Center or west of 2000 West. Group considered express lanes under State Street for truck traffic
4000 South (Weber)	#8 - Boulevard Configurations	5100 West to 1900 West	At least 2 through lanes in each direction	Change planned EIS/RTP widening to be in a boulevard facility instead of the current arterial facility.	Need to provide a good connection to 4000 South FrontRunner station.	Could be considered. Could accommodate BRT or transit to connect to FrontRunner station in Roy.
Antelope Drive	#8 - Boulevard Configurations	Fairfield Rd (east of I-15) to 3000 West a larger cross section Smaller cross section to Ant. Island entrance	?	An important active transportation corridor		Yes – primary facility for boulevards.. Termini from Hill Field Road to just past 2000 West (Walmart). Use ellipses for innovative intersections (bowtie concept). Consider BRT with Que-jump lanes. Consider back-side roads with on-street parking. Lane width 10 to 11 feet with current speed limits.
SR 126 (Main St/State St)	#8 - Boulevard Configurations #18 - North-South Connections	1300 North to Layton Parkway	?	Access management to limit access to every ½ mile or 1 mile Add innovative intersections to improve performance	Group noted ellipses and ped/bike improvements could work well on SR 126.	Yes – one of major facilities for boulevards and/or innovative intersections. Use ellipses for innovative intersections. Recommended northern terminus for improvements around 650 North and Southern at Layton Parkway.

Facility or Location	Concepts	Limits/Termini	Number of Lanes	Scope/Description	Notes (access, ped/bike, features)	7-8-2014 Status
Bluff Road	#8 - Boulevard Configurations #18 - North-South Connections #2 Bluff Road	Extend from Hill Field Road to Layton Parkway or Shepard Ln or Glovers Ln or Legacy Pkwy Farmington to 4000 South	4 lane parkway, boulevard, or 4-6 lane arterial (Bangerter style)	Use current WDC Alternative B, but with a different facility type instead of a freeway. Include signalized intersection. Keep Bluff Rd along residences as a frontage road.	Limited access. Accommodates trails and bicycles and pedestrian facilities. Similar to #2 -Bluff Road suggestion May need to grade separate Antelope Drive.	Could be 3-4 potential configurations to analyze. Two lanes with separate one-way lane for home access on east. Through lanes with 40 to 45 mph and one-way with 25 mph. Recommended southern terminus in Gentile Street, not a new facility further south. Northern terminus would be 3000 W.
Hill Field Road	#8 - Boulevard Configurations	I-15 to 3650 West	?	Could be a Blvd	?	Not discussed
Gordon Avenue	#8 - Boulevard Configurations	?		Not a good Blvd due to impacts	Needs connections to other streets	Not discussed
Layton Pkwy	#8 - Boulevard Configurations	I-15 to 2700 West		Could be a minor Blvd		Could be more of an expressway facility, not a boulevard.
Gentile Rd	#8 - Boulevard Configurations	State to Bluff		Not a good Blvd due to impacts		Improvements to Gentile Road could be included as part of Bluff Road improvements.
200 North	#8 - Boulevard Configurations	I-15 to WDC		Not a good Blvd due to impacts		Not discussed
1100 West, Farmington	#8 - Boulevard Configurations			Already planned as a Blvd		Not discussed

Facility or Location	Concepts	Limits/Termini	Number of Lanes	Scope/Description	Notes (access, ped/bike, features)	7-8-2014 Status
#15 - Innovative Intersections				<ul style="list-style-type: none"> • Quadrant, town centers, etc • Signalization • Roundabouts 	Look at current project plans for Hillfield, Antelope, 650 North	
Antelope Drive/SR 126	#15 - Innovative Intersections			Potential Quadrant intersection		Not discussed
1800 N/2000 W	#15 - Innovative Intersections			Potential Quadrant intersection		Not discussed
300 N/2000 W	#15 - Innovative Intersections			Potential Quadrant intersection		Not discussed
6000 S/2000 W	#15 - Innovative Intersections			Potential Quadrant intersection		Not discussed
I-15/650 North/SR 126	#15 - Innovative Intersections			Group noted need to improve operations here.	Signals are space to close together causing congestion. Needs improvements	Not discussed
I-15/5600 South/SR 126	#15 - Innovative Intersections			Group noted need to improve operations here.	Signals are space to close together causing congestion. Needs improvements.	Not discussed
Hill Field Rd/SR 126	#15 - Innovative Intersections					Not discussed
250 W/1800 N	#15 - Innovative Intersections			Innovative intersection		Not discussed
SR193/2000 W	#15 - Innovative Intersections			Potential Quadrant intersection		Not discussed
SR193/State Street	#15 - Innovative Intersections			Innovative intersection		Not discussed

Facility or Location	Concepts	Limits/Termini	Number of Lanes	Scope/Description	Notes (access, ped/bike, features)	7-8-2014 Status
3000 W and 5500N, 800 N, and 1300 N	#15 - Innovative Intersections			Roundabouts	West Point noted roundabouts are planned on 3000 W. Construction in 2015.	Not discussed
#4 - East-West Mobility (new or improved I-15 crossings)						
800 North	#4 - East-West Mobility (new or improved I-15 crossings)	I-15		Underpass or Overpass	Intent is to provide direct access to Falcon Hill/Hill AFB without going through an I-15 interchange.	Mike Brown discussed a split diamond interchange here for 300 North and 800 North. Also consider to carry road under I-15 for connection to Hill Field Development.
New I-15 Crossing in Layton	#4 - East-West Mobility (new or improved I-15 crossings)	Between Antelope Dr. and Hill Field Rd.			Located around 1450 North	Yes – could be part of I-15 improvements (ramp metering or frontage road concepts).
Gentile Street	#4 - East-West Mobility (new or improved I-15 crossings)	I-15 crossing		Needs to be upgraded and improved to include pedestrian and bike facilities.		No roadway improvements.
Burton Lane Kaysville	#4 - East-West Mobility (new or improved I-15 crossings)	I-15 crossing		Needs to be upgraded and improved to include pedestrian and bike facilities.		No roadway improvements.

Facility or Location	Concepts	Limits/Termini	Number of Lanes	Scope/Description	Notes (access, ped/bike, features)	7-8-2014 Status
6000 South	#4 - East-West Mobility (new or improved I-15 crossings)	I-15		Underpass or overpass on I-15 to provide connectivity to areas east of I-15		Potential area if it has traffic benefits.
650 North interchange	#4 - East-West Mobility (new or improved I-15 crossings)			Needs to be upgraded and improved to include pedestrian and bike facilities.		See 800 North discussion above. Could be part of split diamond interchange concept at 800 North and 300 North.
950 North, Farmington	#4 - East-West Mobility (new or improved I-15 crossings)			Planned connector		Not part of Shared Solution.
#3 - I-15 Improvements						
I-15 Congestion Pricing	#3 – I-15 Improvements				North group noted that this is an interesting concept to consider, but that there is likely no political appetite for this.	Yes - should be considered after ramp metering.
I-15 Ramp metering.	#3 – I-15 Improvements				North group noted that this is an interesting concept to consider, but that there is likely no political appetite for this.	1 st priority for I-15. Preventative ramp metering is the priority. Could potentially be combined with Frontage Roads concept.

Facility or Location	Concepts	Limits/Termini	Number of Lanes	Scope/Description	Notes (access, ped/bike, features)	7-8-2014 Status
I-15 Frontage Roads		SR 193 to Layton Parkway (Hill Field Road to Antelope Drive minimum distance)		Collector-Distributor system on I-15 in Layton		2 nd priority for I-15
I-15	#3 – I-15 Improvements			Extend HOT lanes north to Hill AFB		Not discussed
#17 - Connectors						
1000 West and State in Clearfield	#17 -Connectors			New intersection configuration with Clearfield TOD	Adds another intersection on State.	Not discussed

		Scope/Description	Notes
ROADWAY ISSUES			
43	Safety For all users		
21	Multi-modal options	Consider adding bicycle/pedestrian facilities to ½ block or mid grid streets.	
12	Community coordination		
8	Jobs/housing balance		
23	Reduce trips/vehicle miles travelled (VMT)		
10	Model accuracy		
38	Sequencing of improvements	Consider constructing I-15 crossings and interchange improvements first before constructing any new roads.	



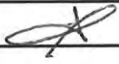

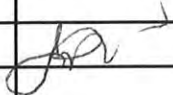

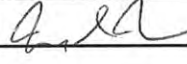

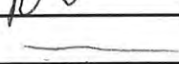
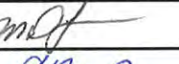
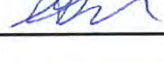

**West Davis Corridor EIS
Shared Solution Alternative Workshop #2
Roadway Elements
July 2, 2014**

Please sign in X

NAME	ORGANIZATION	ATTENDED
Adam Lenhard	Clearfield	
Alex R. Jensen	Layton	
Andy Neff	The Langdon Group	
Andy Thompson	Kaysville	X
Ann Floor	UBET	
Ari Bruening	Envision Utah	
Barbara Keyt	UTA	
Barry Burton	Davis County	
Ben Wuthrich	WFRC	X
Betsy Herrmann	USFWS	
Beverley Macfarlane	Sunset	X
Bill Wright	Layton	
Bob Stevenson	Layton, Mayor	
Boyd Davis	West Point	X
Brandon Weston	UDOT	
Brian Moench	UT Phys. for Healthy Environ.	
Brianne Olsen	The Langdon Group	
Brody Bovero	Syracuse	X
Cameron Cova	Breathe Utah	
Carl Ingwell	Clean Air Now	
Charles Allen	Inter Plan	
Chris Lizotte	UDOT	
Chris Montague	TNC	
Christopher G. Davis	Roy	
Curt McCuistion	Syracuse	
Dan Adams	The Langdon Group	
Dave Millheim	Farmington	X
David Peterson	Farmington	
Davie Thompson	Avenue Consultants	

Deb Sigman	Breathe Utah	
Dennis Cluff	Clintonr	
DJ Williams	Utah Waterfowl Association	
Eric Anderson	Farmington	X
Eric Rasband	UDOT	X
Erik Craythorne	West Point	
Glenn Bronson	Utah Airboat Association	
Heather Dove	Great Salt Lake Audubon	
Heather Dove	GSL Audubon	
Ivan Hooper	Avenue Consultants	X
J.J. Allen	Clearfield	
Jan Zogmaister	Weber County	
Jared Hall	Roy	
Jared Hall	Roy	
Jason Steed	Citizens for Better Syracuse	
Jayson Clough Cluff	Horrocks	X
Jeff Bilsky	Utah Birders	
Jeff Harris	UDOT	X
Jen Fowler	The Langdon Group	
Jenny Schow	Syracuse	X
Jim Talbot	Farmington	
John Bittenob	HDR	X
John Gleason	UDOT	
John Larsen	WFRC	X
John Petroff	Davis County	X
John Thacker	Kaysville	X
John Urbanic	USACE	X
Josh King	The Langdon Group	
Josh Noble	Utah Mud Motors	
Judy	Hooper	
Julia McCarthy	EPA	
Karen Hamilton	EPA	
Kathy Van Dame	Wasatch Clean Air Coalition	
Kevin Kilpatrick	HDR	X
Kevin Snow	Sunset	
Kirk Robinson	Western Wildlife	
Korry Green	Hooper	
Kris Peterson	UDOT	
Kyle Laws	West Point	X

Leigh Gibson	Intrepid	
Leona Dalley	UDOT	
Leslie Duersch	UBET	
Linda Youngbell	Sunset	
Lynn de Freitas	FRIENDS of Great Salt Lake	
Lynn Vinzant	Clinton	
Madison Sehlke	The Langdon Group	
Mark Shepherd	Clearfield	
Matt Sibul	UTA	
Michael Brown	Technical Advisor	<i>MB</i>
Mike Gailey	Syracuse	
Mike Seely	Horrocks	<i>MS</i>
Mike Weland	URMCC	
Mitch Adams	Clinton	
Ned Hacker	WFRC	<i>NH</i>
Noah Steele	Syracuse	
Norm Marshall	Technical Advisor	
Pam Krammer	DWR	
Paul Beaudet	Western Wildlife Conserv.	
Paul Ziman	FHWA	
Peter Matson	Layton City	
Phil Strobel	EPA	
Randy Jefferies	UDOT	
Reid Ewing	Technical Advisor	
Renae Widdison	UBET	
Rex Harris	UDOT	
Richard Mingo	URMCC	
Rob Dubuc	Western Resource Advocates	<i>RD</i>
Robert Grow	Envision Utah	
Robert Whiteley	Syracuse	
Roger Borgenicht	UBET	<i>✓</i>
Roger Borgenicht	UBET	
Ron Mortimer	Horrocks	
Scott Festin	WFRC	
Scott Hess	Clearfield, Planner	<i>X</i>
Scott Stevenson	Sunset	<i>X</i>
Sean Wilkinson	Weber County	
Shane Marshall	UDOT	
Sharon Bolos	West Haven	
Sherrie Christensen	Syracuse	<i>X</i>

Soibhan Locke	The Langdon Group	
Steve Anderson	West Haven	
Steve Erickson	Utah Audubon Council	
Steve Hiatt	Kaysville	
Steven Lord	Horrocks	
Ted Knowlton	WFRC	
Terry Palmer	Syracuse	
Tim Rodee	Citizens for a Better Syracuse	
Tim Wagner	Sierra Club	
Vince Izzo	HDR	
Wayne Martinson	National Audubon Society	
Willard Cragun	Roy, Mayor	
Woody Woodruff	Layton	
Yaeko Bryner	Friends of the Great Salt Lake	
Zach Frankel	Utah Rivers Council	
	Utah Mud Motor Association	
	National Audubon Society	
Norm Noyes	Sunset City	
Alan Moss	Layton City	
Tory Johner	WFRC	
Chad Mullins	Bike Utah	
Rosemary Shkempi	UBET	
TJ JENSEN	Syracuse City	
Don DON LEVER	UBET	
G.J. LABONTE	UTA	



**WDC Shared Solution Alternative Development
Workshop #2 - Roadway Elements – July 2, 2014
Breakout Group Notes – NORTHERN CITIES**

BOULEVARD ROADWAYS/COMMUNITIES

- Sunset doesn't have a Blvd options, except on 1800 N between 250 W to 3000- will have to amend commercial development.
 - They would like it to be their East-West Corridor. There's a Junior High off 1800 N and 250 W to take into consideration. Good pedestrian crossings.
 - How do you get people to access Public transit from these facilities?
- 2000 W is an option from Antelope up to Midland
- 193 N 5 lane section with shoulders from 1-15 to 4500 W
- 4000 S from 5100 W to 1900W- include bike trails along the way and include bike station at the tracks.
- 800 N from 3000 W –Parkway or expanded intersection

INNOVATIVE INTERSECTIONS

- Quadrants, town centers, etc.:
 - 250 W and 1800 N
 - 5600 S and I-15
 - 650 N, I-15 interchange and 1900 W
- Grade Separation:
 - Antelope and Bluff Rd.
- Quadrant:
 - 1800 N and 2000 W
 - 6000 N and 2000 W
 - 300 N and 2000 W (?)
 - 193 N and 200 W
 - 193 N and Main
- Roundabouts:
 - West Point: 3000 W at 500 N
 - 3000 W at 300 N
 - Fail after a certain capacity of cars
- Connectors:
 - Bikeways/trails: 1800 N into Falcon Hill
 - Need to think about when you have a large group of serious riders riding up to 20 MPH going down trails or roads.
 - Bikes riding on the inside of the lanes frequently get flat tires do to debris pushed out by cars.
- I-15
 - Underpasses/Overpasses:

- From 800 N over I-15 to Falcon Hill, the base to take traffic directly to the base and commercial developed area.
- 6000 N

I-15 IMPROVEMENTS

- How do you price consumption? Tolloed facilities? Save money in construction and preservation costs. Behavior changes
- Congestion pricing?
- How do you incentivize public transit?
- Policy: increasing ramp metering and access to the freeway,
- Do you allow congestion to build to a certain point?

SEQUENCING

- Last part of the sequence, see how things work through and add the West Davis Corridor if needed at the end

OTHER NOTES:

- Bluff road is highly traveled
- There needs to be a North-South Alternative to I-15
 - Mix of Bangerter Highway and Boulevard or Parkway/Reduced speed Bluff Road starting at 6000 N along the West Corridor alignments, going north connect it to Midland or follow the grid system and connect it to 5100 W
 - Speed limit on this Rd: 45-50 MPH
- Estimated growth of 30,000 people in the West Point
- 1800 N is so busy, public transport, bike trails will be useful.
- The problem with the current boulevards is it concentrates everything in that eastern area.



**WDC Shared Solution Alternative Development
Workshop #2 - Roadway Elements – July 2, 2014
Breakout Group Notes – SOUTHERN CITIES**

BOULEVARD ROADWAYS/COMMUNITIES

- Average ROW width for Boulevard Roadway = 120-140ft
 - Depends on lane width
 - 35-45 MPH
 - Depends on setting – Boulevard communities might need slower speeds
 - Boulevards without frontage?
 - Depends on access needs
- Should we plan for past 2040?
 - Need to show need
- Antelope Drive – Boulevard Roadway
 - Hill Field to Bluff Rd.
 - Might have opportunity for additional ROW
 - Could taper down farther west
 - Bike lanes out to Antelope Island
- SR-193
 - From 2000 W to I-15
 - Possibility for boulevard roadway
 - Current 50 mph
 - Boulevard would make it slower (35mph)
- 2000 West
 - Antelope to SR-108
- 1000 West
 - Maybe not a boulevard communities
- Bluff Road
 - May not be a good candidate for boulevard
 - Widen Bluff, existing roadway for residential access. Additional width for throughway
 - 2 lanes in each direction
 - Bluff already has a regional benefit as is
 - Parkway on Bluff would see development on Antelope.
 - Extend to I-15 or Legacy
- Main Street/State Street
 - Every mile (Gordon, Gentile, 300 North, 800 North, etc.)
 - Encourage developers to make grid system with mile blocks
 - Limited access between 1 mile intersections
 - From developers, nobody wants limited left turns

- Look at intersections individually
- Challenge would be through business community
 - Taking away left/right center turn lane
- Ellipses
- Focus more on access than boulevard
 - No frontages
 - Intersection treatments with landscaping
 - Center medians where it makes sense
- More bike friendly
- Round-a-bouts
 - Good for crossing arterials where a light might be needed
-
- Safety needs to be considered as well as function
- 200 North
 - Not a boulevard candidate
 - Minor arterial
 - Residential
 - All platted
- Gentile Street
 - Not a candidate for boulevard
 - No connectivity to I-15
 - Would require substantial improvement
- Hill Field Road
 - Could support boulevard community
 - Connects to interchange
 - Connect to Gordon or Gentile
- Layton Parkway
 - Could support narrower boulevard concept
 - Planned future connection to Bluff Road
- Gordon Road
 - Could take some pressure off
 - Not a direct connection to I-15
- Kaysville City
 - Needs 3rd N/S principle arterial to move traffic through Kaysville
 - Needs to be a state or county street
 - Don't have a grid system like other cities to develop
 - Bike/Ped access still needs to be a part of it
- Layton City
 - Also needs N/S connectivity
 - Flint and Sunset are small collectors, already at capacity
 - Layton would have the burden of maintenance

- Farmington City
 - Already planning “boulevard-style” community on 1100 West to connect frontrunner, station park, etc. Currently an 80ft ROW

INNOVATIVE INTERSECTIONS

- Antelope and Hill Field are already planned to be innovative intersections
- Separate traffic going to I-15 and those trying to get over to Layton Hills mall
- Ellipses on Antelope Drive, down to 2000 West
 - Quadrant opportunity by Walmart
- WDC Team and Coalition will work offline on identifying high-volume intersections that might be candidates for innovative intersections